JOURNAL'S NORTHWEST NEWS

ROUNDUP OF THE WEEK IN STATES OF PACIFIC SLOPE

CURRENT EVENTS DEVELOPMENT AND GENERAL PROGRESS

PLEA FOR HIGHER SALARIES FOR THE SCHOOL TEACHERS

Need for Advanced Wage Will Be Laid Before the Washington Educational Body.

(Special Dispatch to The Journal.)

Spokane, Wash., Dec. 12.—Dr. Jacob Gould Schurman, president of Cornell university; Dr. Charles A. McMurry of the Normal school at De Kalb, Ill.; Dr. E. O. Sisson of the University of Washington, and Miss Ida Bender of the Normal school, Buffalo, will be the principal speakers at the twenty-second annual meeting of the Washington Educational association in Spokane December 29 to 31. A. H. Yoder, superintendent of the public schools, Tacoma, president of the association, will deliver his address the second day. It is expected the attendance of delegates will be 3000. The sessions will take place in the auditorium rooms of the South Central High school. There will be a reception at Masonic temple the evening of December 29.

Dr. Schurman will deliver two addresses. One is on "An Age of Reform" and the other on "Educational Changes and Progress." Dr. McMurry will discuss "The Basis for Simplifying the Course of Study" and "How to Harmonize Opposing Ideas in Education." There will also be an address by W. F. Geiger of Seattle on "Faculty Government." A. W. Parker of the Tacoma High school is to speak on the work of the Tacoma Educational council, and Roy D. Bailey, superintendent of education, will discuss what has been done to show the work of the Alaska-Yukon-Pacific fair. Mrs. Edith M. Hickey of Seattle will talk about "The School Nurse," and Miss Jessie Carson of the Children's library at Tacoma will discuss "Story Telling."

Plea for Higher Salaries.

H. F. Hunt of the Tacoma High school will submit the report of the salary committee, in which a plea is to be made for higher salaries for the teachers. Other reports are by the school lands and legislative committees also by the teachers' advisory council and the high school faculty organization, the latter organizing at the close of the first day's business.

There will be a series of section sessions, the ones on graded school, of which R. D. Bailey of Seattle is president, having these speakers: Charles T. Miller, Spokane, "Causes of the Demand for Vocational Training," and J. A. Reed, principal Franklin High school, Seattle, "Present Status of the Movement." These will be followed by discussions.

The high school and college section, of which H. F. Giles of Seattle is president, and Norman F. Coleman of Walla Walla, secretary, has these speakers: C. C. Dill, Spokane, has these speakers; W. G. Beach, Pullman, "The College;" discussion, J. G. Collicott, Tacoma, and A. R. Priest, University of Washington. Reports of the committee on college entrance requirements in science will be presented by William A. Redenbaugh and George B. Riggs, Seattle. The Washington High School Athletic association has charge of an exposition of athletics.

Superintendents to Talk.

H. C. Sampson of Cheney, president of the county superintendents and normal school section, has these speakers: C. E. Beach, superintendent, Kitsap county; E. A. Bond, State Normal school, Bellingham; N. D. Showalter, superintendent, Whitman county; J. A. Morgan, State Normal school, Ellensburg; C. S. Kingston, assistant principal State Normal school, Cheney, and Miss Edgerton, superintendent, Pierce county.

In the music section Miss Myra Wylie of Cheney, president, has Miss Mabel M. Moore, Bellingham; Miss Edith R. Lee, Walla Walla; George Hicks, Vancouver, and Miss Lucy K. Cole, Seattle.

The manual arts section, Miss Emma S. Small, Seattle, president, has J. L. Kerchen, supervisor of manual training, Spokane; O. L. Whitcomb, supervisor of manual training, Tacoma; Miss Louise E. Jones, State Normal school, Cheney; Miss Nellie M. Powers, supervisor of drawing, Spokane; G. B. Hoag, director of manual arts, Everett, and C. T. Miller, high school, Spokane.

W. L. Malone of Tacoma, president of the mathematical section, has G. I. Gavett, University of Washington; C. W. Macomber, State Normal school, Cheney, and O. L. Waller, state college, Pullman.

In the science section, of which J. F. Illingsworth of Seattle is president, the speakers will be George F. Clukey, head of the chemistry department, Spokane, and Alonzo P. Troth, head of department of zoology, Spokane.

ELECTRIC LINE RUMORS

Prosser-Bickleton Trolley Road May Be Built.

(Special Dispatch to The Journal.)

Husum, Wash., Dec. 12.—The northeastern portion of Klickitat county is in a good way to become connected with the outside world. The new electric line from Prosser to Bickleton is again being agitated, and the feasibility of the project has been discussed by the commercial clubs of the cities interested.

Mr. Ham, representing a syndicate of San Francisco capitalists who make a specialty of electric lines, has been examining the topography of the country and gathering data in regard to tonnage, passenger traffic, etc. The ranchmen living along the proposed line have also been interviewed as to right of way and other details.

Bickleton is in the midst of one of the richest agricultural districts in the west, but has been handicaped for years by being remote from any railroad point within easy hauling distance. The farmers in that vicinity are compelled to haul their grain and other products to Prosser or Mabton, a distance of nearly 25 miles.

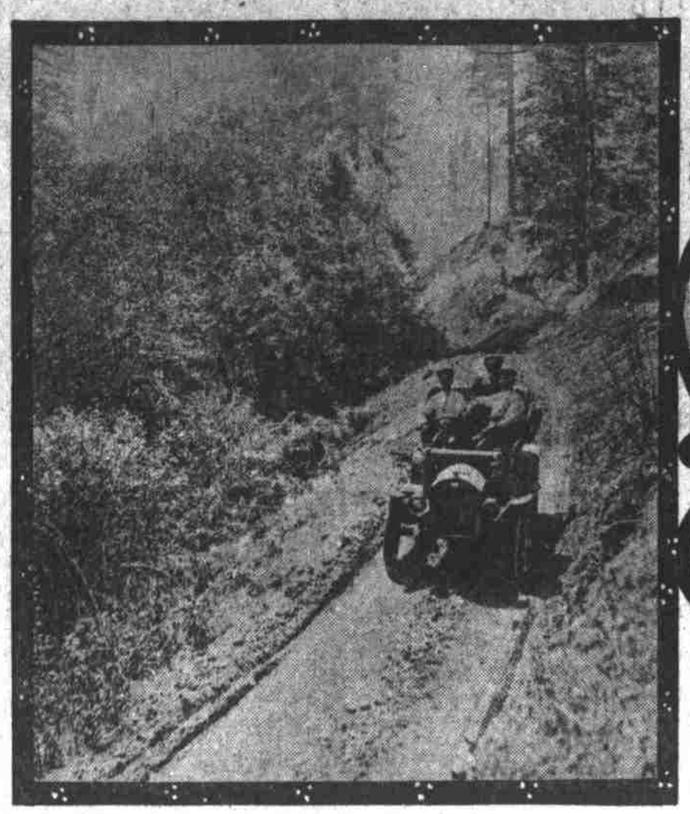
637 Acres of Polk County's Best Farm To Be Subdivided

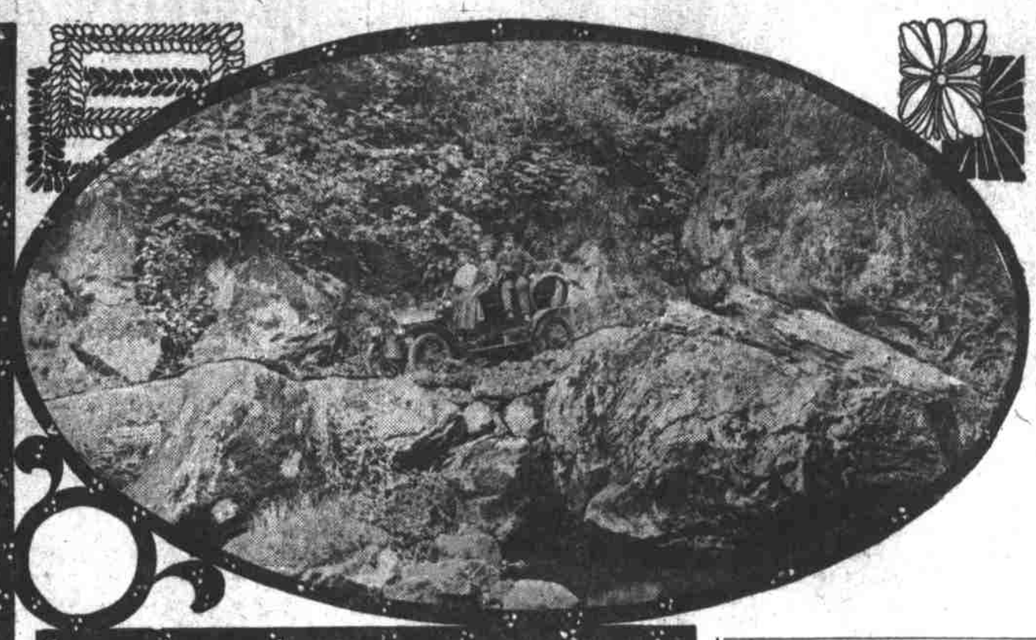
(Special Dispatch to The Journal.)

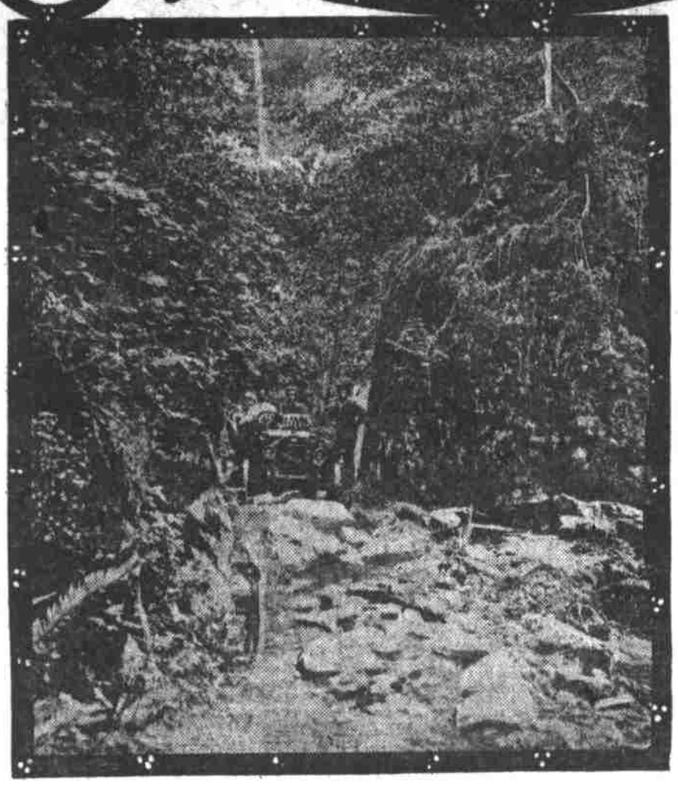
Monmouth, Or., Dec. 12.—One of the largest farm land deals ever made in this part of Polk county was made here this week by J. H. Moran. It consisted of two large and finely improved farms, one of 337 and the other of 326 acres, all in one body, facing the county road for two miles.

This tract will be divided up into small farms, affording better opportunity to settlers with limited means. The purchasers are E. V. Carter, a banker of Ashland, and William Addison, also of Ashland.

Automobile Highway Between Roseburg and Coos Bay Is a Possibility of the Future







TRAFFIC INCREASE NECESSITATES BETTER TRANSPORTATION FACILITIES OUT OF SEAPORT

(Special Dispatch to The Journal.)

Marshfield, Or., Dec. 12.—There exists a growing determination on the part of the people of both Coos Bay and Roseburg to take steps toward having better transportation facilities between the two places. This feeling has become so intense that it is extremely likely something will be done in the spring. The building of an electric line between Roseburg and the coast with local capital has been discussed, but as nothing has materialized it is suggested that an automobile road is the next and easiest solution of the problem. Since both the stage roads between Roseburg and Coos Bay were recently crossed by automobiles, the desire for an auto road between the places has increased. There appears to be no reason why the roads, or one of them, can not be put in good shape for regular auto trips, at least during the summer time.

Under present conditions the only way for passengers or freight to be transported to and from Roseburg is by stage. At best, in the summer, it is a rough trip, and in the winter time, when the roads are particularly heavy it requires 24 to 36 hours for a stage to make the 60 miles, and often times it is only possible to get the mail through on pack horses. Those who have thoroughly investigated insist that the problem is simply one of good roads, and that it would not require any vast sum to make an auto road. Among the most enthusiastic for these improvements are the men who with their machines made the trip recently over the roads in their present rough condition.

There are two stage roads from Roseburg. One is known as the Myrtle Point road. The passengers are taken on the stage by way of Camas valley to Myrtle Point, and from there take the train to Marshfield. The county road continues from Myrtle Point on to Marshfield, so that if this route was chosen an auto could run direct to Coos Bay. The other stage route goes over what is known as the Coos Bay wagon road. It is about 60 miles from Roseburg to the little town of Sumner, where the passengers take a gasoline boat for Marshfield. This wagon road extends on to Coos Bay, ending on the side of the water opposite Marshfield, but with the new ferry, which has been put in commission passengers or vehicles are transported across to the city.

The first auto trip over the Myrtle Point road was made by A. H. Stutsman of Marshfield. He went to Roseburg and back. Since making the trip he holds that there is but 20 miles of the distance that needs much work in order to allow a high wheel auto to make the run with ease. Henry Harth of Roseburg made the trip to Coos Bay in his tourist car, accompanied by his wife and Mr. and Mrs. Daly of Roseburg. They left Roseburg on the Myrtle Point road, and got through without mishap. Returning, they traveled over the Coos Bay wagon road, which was heretofore supposed to be impassable for an automobile. There are parts of the road which are level, easy running in dry weather. Some of the mountain inclines are covered with heavy plank, and these are fine auto roads in any kind of weather. Crossing the Coast range the incline is 12 miles up one side and four miles down the other. The summit is 3000 feet above the level of the sea.

After trying both roads Mr. Harth thinks that, even with the big mountain to cross, the Coos bay wagon road affords the best route. He advocates that a portable sawmill be used through the mountains to cut the heavy planks for the road, as there is plenty of timber alongside. There are mud holes and other imperfections, but these could be repaired at small expense. Considerable improvement has been done on the Coos county side, but very little on the Douglas county end. On either of the routes there are stretches where big, jagged rocks in the middle of the road make passage very rough, but it is claimed that these could be taken up and crushed and used to form a solid roadbed.

For scenic beauty nothing could be more attractive than the Coos Bay wagon road. It passes through fertile valleys, dense growths of the finest timber in Oregon, and in view of beautiful water falls and rivers. Scarcely anywhere in the country could be found a more pleasing trip, and one which would become famous if there was but an easier way of travel.

The Myrtle Point route is held by some as being the most practical because the grades over the mountains are less steep, and because it taps a richer farming country. But whatever route is chosen it is felt certain that the road can be easily fitted for auto travel, so that passengers or mail could be transported from Roseburg to Marshfield in five or six hours without inconvenience or discomfort.

Mr. Harth, who made the trip, together with citizens of Douglas county and Marshfield, is enthusiastic, and says he will do all in his power to materialize the scheme. An auto man from Nevada, who looked over the country stated that the roads could be put in good shape for machines at a comparatively small cost.

At the meetings of the Oregon-Idaho Development league the improvement of the Coos Bay road has been brought up and urged. With all the agitation started it is quite probable that something will be done soon.

VOLUNTEER ARMY BILL IN CONGRESS

(United Press Leased Wire.)

Washington, Dec. 12.—Representative Hull of Iowa, introduced in the house today a general staff bill giving the president authority to raise a great volunteer army in time of war, making every citizen between the ages of 18 and 45 liable for military duty.

The house today passed an amendment to the present postal law making the penalty of an embezzlement theft from the United States mail as a postal employe, a fine of $500 and imprisonment for five years or both.

SCHOOLS SHOW INCREASE

One Hundred and Twenty-Five More at Eugene.

(Special Dispatch to The Journal.)

Eugene, Or., Dec. 12.—The incomplete school census of Eugene shows that there are over 2300 children of school age in the city, an increase of over 125 over the enumeration of last year, when the count showed 2175 children. There are several families yet to enumerate.

Although more than 125,000,000 pounds of rubber are used in the world each year so little attention has been paid to its cultivation that the pure article sells at wholesale at $1.50 per pound, one of the highest prices paid for a staple commodity.

CROOK RANCHER BUYS BLOODED STEER

(Special Dispatch to The Journal.)

Prineville, Or., Dec. 12.—J. H. Gray, proprietor of Bonny View stock ranch, 24 miles southeast of Prineville, one of the representative cattlemen of Crook county, this fall bought the registered Hereford bull calf Fulfillment of Paul Clagstone, Idaho, which animal lifted most of the prizes in the junior class at the Salem state fair and other stock expositions held in the northwest this year. Fulfillment was born January 2, 1908, and was sired by Fulfiller III, out of Misty II. He has been accepted for entry to the American Hereford Cattle Breeders' association under the number 288,232, and is believed to be the finest yearling now in central Oregon.

FACTORY SITES TO BE DONATED

New Company at Rainier Will Aid Greatly in the Town's Development.

(Special Dispatch to The Journal.)

Rainier, Or., Dec. 12.—The big land sale just drawn up by L. E. Thomas means a great deal to Rainier. This deal consummates the sale of 550 acres of land in and adjoining Rainier, and 20,000 feet of water frontage, and was sold for something over $200,000. A good part of this land was owned by Dean Blanchard, a pioneer citizen. The money was turned over to Mr. Blanchard Thursday by Mr. Thomas.

A. J. Wright & Co. of Buffalo, the purchasers, will be here in January to take action toward the ultimate disposition of the land. Their attorney, Mr. Thomas, says that it is the intention to make good inducements for factories to locate here. Rainier's harbor, railroad and channel facilities can be classed among the best on the Pacific coast. That the firm will give free sites to factories if necessary, and probably make even greater concessions, is the statement given out by its attorneys.

The water frontage included in this sale runs from the Dibblee farm up to the Columbia River Sash and Door factory, and embraces all the Dean Blanchard waterfront in Rainier, and from the Newson tract at the east end of town up to Prescott, a milling point three miles distant.

Prescott is a thriving annex of Rainier and owns a big sawmill putting out 100,000 feet of lumber daily, and employing over 75 men. A postoffice and school house have been established at this point.

Rainier is an excellent shipping point, with freight rates the same as those of Portland and Seattle. A bend in the river, beginning at Goble, seven miles above, and running several miles to the west, deflects the current. As a result the city has a perfectly sheltered harbor, free from driftwood and debris. The mills and factories located on the waterfront are accessible to freight cars or ocean vessels. Fifty-two ocean vessels and 700 freight cars have been loaded from Rainier in the year 1907.

The country contiguous to Rainier ranks first in Oregon in forest wealth. The rich soil has grown fruits and vegetables that drew prizes at the Lewis and Clark exposition.

Rainier's Fast Growth.

The payroll of Rainier, which is now near $60,000, will be increased in the near future. That the railroad is greatly benefited by the town's growth is shown by the fact that a local train is soon to be put on. This train is expected to be running by the first of the year, and will afford a more convenient schedule than the present one. In the last four years Rainier has grown from a village of 500 population to a thriving town of 2000. During this time a first class electrical plant, complete city water system and telephone system have been installed.

The city attorney has been instructed to draft an ordinance for a complete sewerage system, for which the engineer has already completed the work. A live commercial club is doing much towards "pushing" along.

A delightful advantage that Rainier has is the influence of the wonderful chinook wind. This is a mild, warm wind that is felt particularly towards evening and saves the town from damage by flood or storm. Rainier has never been damaged by either.

The statement of the bank of Rainier to the bank examiner, shows a healthy condition. Since the last published statement to the examiner two months ago, the deposits show an increase of over 40 per cent, and the reserve an increase of 15 per cent. The bank is ably managed and enjoys to a marked degree the confidence of the community.

IDAHO TIMBER FOR MATCHES

Diamond Company Lets Contract for 22,000,000 Feet of White Pine.

(Special Dispatch to The Journal.)

Coeur d'Alene, Idaho, Dec. 12.—The Diamond Match company has contracted with Lafayette Brothers of Coeur d'Alene to supply them with 22,000,000 feet of white pine, sawed in convenient lengths for use in making matches. A mill will be constructed on the lake shore about a mile and a half from this city for the special purpose of fulfilling this contract, according to the announcement made.

Perhaps every person who uses a match doesn't stop to consider the amount of timber consumed annually in the production of matches. For the making of matches consumed in this country alone it runs into many million feet. Heretofore eastern white pine has been the sole reliance of match manufacturers, but for several years they have been looking toward the west for suitable material.

It was about 10 years ago representatives of the Diamond Match company first began their investigations to determine the suitability of Idaho white pine. The standing timber in the Potlatch basin in Latah county was looked over, and many samples cut from white pine trees were taken east.

The contract just made with the Lafayettes is the first manifestation of the purpose of the company to use Idaho timber. It is important for several reasons, and it is especially important from a local standpoint. It means that the future supply of pine for the use of the Diamond Match company will come from Coeur d'Alene. This point evidently will be the headquarters for the match company's western supply of timber.

WOLF CREEK PROGRESS

Growth in All Lines at Oregon's Ideal Colony.

(Special Dispatch to The Journal.)

Wolf Creek, Or., Dec. 12.—Tree planting has begun in what is destined to be one of Oregon's finest fruit sections. For a number of years ranchers above this property, which comprises over 2700 acres, the principal part of Wolf and Coyote valleys, have grown fruit of fine quality, but few of the best commercial varieties have been planted. W. G. Smith is now setting 40 acres to apples, principally Spitzenberg, Winesap and Newtown, and will plant 2000 grapes, principally Tokay; also peaches, pears, cherries and English walnuts. Several who have purchased tracts of him will do considerable planting. Enough will be set of each kind to insure carload shipments when the trees come to bearing.

Several miners are prospecting. Quartz ledges are known to exist and their value will now be determined, as well as the extent and richness of placer deposits, and only such parts will be mined as promise vastly greater returns than the same land would yield in fruit culture. Purchasers of tracts on Wolf and Coyote creeks will be able to secure considerable gold without injury to fruit and agriculture, as only the present and old creek channels will be washed, and this can be done with "self shooters" during low water, at small expense.

RAILROAD TAPS DESERTED CAMP

Portland Men Played Conspicuous Part in Early Mining Days.

(Special Dispatch to The Journal.)

Delta, Idaho, Dec. 12.—The old Coeur d'Alene colony that now calls Portland home will be surprised to learn that a railroad now comes within three miles of this once famous camp. The time was in the early eighties when there were stores, hotels, restaurants, barbershops, theaters, 25 saloons and other enterprises that make a place metropolitan. Placer miners were thicker than peace officers in the deadhead section of a circus. As time passed on the placer claims were worked out insofar as they were profitable; people left the camp; business houses closed; buildings were torn down, until now possibly there are 50 people within a distance of a mile, and the only business house is the litle postoffice.

Probably no mining camp in the world is without someone who at one time mined here. This locality has produced not less than $4,000,000 of placer gold. Thousands of cords of wood used as timbers were placed underground. Miners worked faithfully and brought forth the yellow dust. Ditches costing over $500,000 were built to convey water to the mines. These have been abandoned. A few years ago a man came in here who had worked some easterners for half a million dollars with which to build dredgers and rework the ground.

One or two drifted claims were worked by a dredge, and two other dredges worked on virgin ground. Lawsuits came and the men who had put up their money became dissatisfied with the man who had worked them and who was drawing $500 a month as superintendent of each dredge. He lost his job. Two dredges were sold and moved out of the district; the other was dismantled and now lies where the last work was done. One of the men who had the job of taking down the last dredge worked until the machinery was ready to move, then he, as one of the stockholders, had an injunction served against its removal, and there it lies today, the boat submerged and the machinery rusting away.

The property in the district is now in such a shape that it cannot be worked to advantage by any known method, with the exception perhaps of one creek—Potosi. In days gone by the side gulches of this creek produced thousands of dollars, but the creek itself has been worked only in part. Possibly a couple of millions or more lie in Beaver, Trail and Potosi creeks, but how to get it out at least expense is the puzzle.

Commodities Come High.

During all these years every pound of stuff that came into this section cost from half a cent to as high as 25 cents for freight, everything coming in by pack or freight team. Now that the camp is practically deserted and not 10 men actually employed as wage earners within a radius of a mile, along comes a railroad within three miles, with the prospects of passing through the place within another year. Portland men who trudged in over the snow in the winter of 1884 and carried packs that would stagger an ox will recall the exciting days of claim jumping, talks of lynching and the speedy trials of those who had broken miners' laws. Such men as H. R. Littlefield, Honorable W. L. Bradshaw, Rev. H. B. Morgan, Honorable George L. Story, W. L. Hawkins, Paul Baumel, R. Longee, Honorable James Steel, Honorable Von B. De Lashmutt, John Quinton and possibly a thousand others can sit for hours and tell of experiences in the Beaver mining district, tell of the time when such canned goods as retailed in Portland for 10 cents per can were sold here three cans for a dollar; when hay was packed in on horseback and sold for $120 a ton.

Paul Baumel can tell of some bank presidents whom he has met; how one can deposit $17,000 in gold dust for safe keeping at 5 p. m. one day and call for it the next day—and is still calling for it. Judge Bradshaw can tell how to make $15,000 one month, invest it the next and walk out a disgusted man the next.

The road that is coming through here is coming to haul out lead ore, something that the early miners in this section considered worthless. When some of them walked out of the gold camp they were much annoyed by frequently stumbling over ledges of galena. One of the men who thus stumbled was N. S. Kellogg, a Portland man. He discovered the famous Bunker Hill property, a property that has produced millions in galena. The town of Kellogg on the O. R. & N. is named after him. Now this north side, which is considered the gold side, is producing galena as well as gold quartz, and the new railroad will carry out the product. The early placer mining was simply the beginning.

RULING SET ASIDE

Applicants May Prove Upon Land Without Visiting.

(Special Dispatch to The Journal.)

Eugene, Or., Dec. 12.—The old ruling of the department of the interior, that a person who has filed upon a piece of land under the timber and stone act must see the land before he can prove up on it, has been set aside by a decision in the case of Mrs. Mary S. Ness, wife of S. P. Ness of this city. Mrs. Ness brought suit to secure a writ of mandamus in the court of District of Columbia to compel Secretary Garfield of the department of the interior to allow her to prove up on her timber claim in Lane county, without personally visiting the land. The court granted the mandamus, overthrowing past precedent.

MONTANA LEADS IN MINING INDUSTRY OF THE UNITED STATES

Annual Report of State Inspector Walsh Shows a Wonderful Progress in Many Lines.

(Special Dispatch to The Journal.)

Helena, Mont., Dec. 12.—State Mining Inspector William Walsh has submitted his annual report to Governor Edwin L. Norris. It deals at length with the various phases of the great industry. Mr. Walsh states that he has found a majority of the mines of the commonwealth in fairly safe condition; that the matter of ventilation has been taken into consideration and that this has greatly improved conditions in the various properties.

During the years 1907-08 Montana has maintained its position in the first rank of the leading precious metal producing states of the nation. In the face of changing conditions with their resultant periods of industrial activity and depression, the production of gold during the last 10 years has shown a fixed increase throughout the state. Considering that the copper, gold and silver bearing lodes of this state have not received much attention as compared with the interest exhibited by the miners and capitalists of other precious metal producing states, the record indeed is great, and if studied by miners and capitalists can hardly fail to excite such an interest in the gold bearing rocks and gravels of this state as would lead to their active development, with the most promising assurance that the time, labor and capital expended upon the metalliferous leads and deposits offer opportunities for success second to none in the mining of any of the metalliferous ores in other states.

More Mines in Operation.

A comparison of the industry during the year with other years shows a marked improvement. More mines are in operation and a greater number of men are employed; better methods and results in the mining, smelting, milling and cyaniding are being used and obtained and the combination of these and other processes which are being applied to the recovery of the values contained in ores of this character tends to cheapen the cost of production and to increase the profit of the operators.

Referring to the red metal production, the report says that the great copper fields of Montana are now furnishing the world with more than 40 per cent of the output. The technical and economic phases of mining have been more thoroughly mastered than ever before. The wonderful mineral wealth of the state is one of the greatest factors in its material prosperity and no one can study the operation of its mines without being impressed with their great value and importance to the nation.

Montana leads all states in the production of copper and silver; if such is not the case temporarily, it is due to the heavy curtailment in Butte and other districts throughout the state, rather than to any failure of the mines. After predicting that the demands of civilization for minerals and their products is likely to increase with time rather than decrease, the report touches upon the placer mining industry. It is declared to be most difficult to obtain an accurate statement of the gross product, owing to the numerous ways in which it is obtained in native form and the different methods of disposition.

Chief Placer Fields.

The chief placer fields now being operated are described near Virginia City where new discoveries have been made with five new electric dredges in operation; in Lewis and Clark counties where several gravel beds are being treated by the sluicing system; in the Snowshoe district of Flathead county where a practically unlimited quantity of gravel has been found by the Cherry Creek company, and in the Placer Grove district, near Libby. Three hydraulic plants are in operation in the last named district and three others are in contemplation. The Allen company is operating two placer mines in Deer Lodge county.

A chapter is devoted to the Washoe smelter at Anaconda, which is described as being equipped with the most modern and complete devices known for the treatment of copper ores. The plant has a capacity of 10,000 tons every 24 hours. Likewise, a tribute is paid the Boston & Montana copper smelters at Great Falls, whose capacity is 4,000 tons daily.

Mining Accidents Deplored.

The report deplores the great number of mining accidents, and legislation is urged that will reduce the number. In 1907 there were 290 mines inspected employing 15,000 men and where occurred 42 fatalities, a percentage of deaths to each thousand of 2.7 and a percentage of non-fatal accidents of 1.35. During the fiscal year the number of mines inspected numbered 280, employing 14,500, with 21 fatal accidents and percentages of fatal and non-fatal accidents 1.32 and 1.31 respectively. Of the 1908 fatalities, two occurred in Madison, one in Fergus, one in Jefferson and the remainder in Silver Bow.

Woodchoppers Forced Out of Their Camp By Unknown Gunman

(Special Dispatch to The Journal.)

Prineville, Or., Dec. 12.—"Wild and woolly" western tactics of the frontier days were used Monday night on Dry Creek, eight miles south of this city, by a stranger who took possession of a tent belonging to a party of woodchoppers headed by George Sylvester, a rancher of this vicinity. Only two of the woodsmen were there that day and they remained in the forest until nightfall.

With the approach of evening the boys returned to their tent, only to be confronted by an unknown, ferocious looking man who pointed their own rifles at them and commanded them to keep off. Running through the bushes to where their horses stood they leaped upon the animals bareback and, hatless and coatless, made a mad ride for Prineville in the darkness.

The next morning, when the Sylvester party returned to their tent, the stranger was gone, leaving no clue. He had molested naught except the food, and the boys' rifles stood where they had been left the previous day. The only theory advanced is that the unkempt stranger was one of the convicts who recently broke jail at Goldendale, Wash.